

Paydays Changed

Due to the four-day Easter weekend holiday, the semi-monthly payroll will be paid Wednesday, April 6 instead of the originally scheduled April 9. The original payday had been included in the holiday weekend in recognition of the employees' making 1954 Lago's safest year.

The monthly payroll has been moved forward from April 12 to Thursday, April 7.

Aruba Esso News

Vol. 16, No. 7

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March 26, 1955

To Be Distributed Next Week

Safety Division Annual Report Highlights Lago's Safest Year

Lago employees, who for over a decade have been steadily improving their work safety record, will receive a report next week on how they did during 1954.

Prepared by the Safety Division, the report will be distributed by supervisors to each employee. English and Papiamentu versions will be available.

The report shows that Lago employees had the lowest accident frequency rate and lowest accident severity rate in the 25 year history of the company. As a result, the company took first place in an international safety contest sponsored by the National Safety Council for major refineries, its employees worked six periods of over 1,000,000 manhours without a disabling injury and set a consecutive safety record of over 4,000,000 manhours.

"These are gratifying accomplishments," President J. J. Horigan said in a letter printed in the report, "but numbers and awards were not the leading characters in Lago's 1954 safety story. That role was played by people — men and women who put safety first."

In urging that employees strive to make 1955 safer than 1954, Mr. Horigan admitted the task would be difficult. He said that it can be done, however, through "cooperation, concentration and care."

What will it mean?

"It will mean," Mr. Horigan wrote, "that when the quitting whistle blows, we will go home to our families knowing we will be back on the job tomorrow, working and earning for them, because we put safety first today."

The report, printed in four colors and illustrated throughout, presents a breakdown of the success of the safety promotion program, leading causes of accidents, the mechanics of the program and the devices used to implement its work.

"Noord" Picks Up Drifting Seamen

Two veteran fishermen left Curaçao on a routine fishing trip last week. On March 19 the tug Noord towed them into San Nicolas Harbor tired and hungry after drifting aimlessly for three days. In between, here's what happened:

Abrahamis Eliejandro, 37 and Francisco Ersilia, 40, boarded their 22-foot motor launch, "Baracuta," in Curaçao the morning of March 17 and headed into the waters between Aruba and Curaçao. It was to be a routine fishing trip — one the men had made many times.

As it turned out the trip was anything but routine. The launch's motor gave out shortly after they got out to sea. The little vessel carried no provisions for such an emergency — not even a piece of sail to take advantage of steady trade winds — and as a result the "Baracuta" and its two occupants started to drift. Three days later they were still drifting when the ship's dispatcher in the Marine Department received a call that a small launch appeared to be foundering in the sea off the Esso Club.

Capt. L. Stuart dispatched the Noord. The tug towed the "Baracuta" into port at about 5:20 p.m.

Jersey Affiliates Lead Industry In Safety

Standard Oil Company (New Jersey) affiliates placed high in the final 1954 results of the National Safety Council's contest for petroleum industries. The emphasis that is put on safety and the welfare of the employee throughout the Jersey company was reflected in the standings of Lago and its other affiliates as published in the Council's final bulletin of last year.

The best safety record of Jersey companies and also the best record of all companies was attained by Lago. First in the entire companies group operating 250,000 man-hours or more a month, Lago posted a frequency rate of .68 — far out in front of the second place company, Lion Oil Company of El Dorado, Arkansas, with a 1.14 rate. Lago's rate was also far below the average rate of 2.29 for companies in the more than 250,000 man-hours worked group.

In the group specifically for individual plants — not entire companies taking in all facets of operations such as the complete Lago enterprise — Jersey affiliates dramatically pointed up the emphasis put on safety. Of individual plants operating more than 250,000 man hours or more a month, six of the top eight companies are part of the Jersey organization.

The winner of this group was Esso Standard Bayonne (New Jersey) refinery with a rate of .99. The average rate was 2.86. In second place was Jersey's Texas affiliate, Humble Oil & Refining Company's Baytown refinery. Fifth, sixth, seventh and eighth places went to Esso Standard Bayway (New Jersey) refinery, Esso Standard Baton Rouge (Louisiana)

(Continued on page 2)

Tres Miembro di SPAC Re-Elegi den Comité

Tres miembro actual di Special Problems Advisory Committee a worde re-elegi den un eleccion teni Maart 16 - 18. Un miembro cu ta actua den un termino incompletá a worde eligi pa un termino completo.

Miembra nacional cu a worde eligi den e comité ta Maximo Vries cu 2218 voto y Genaro V. Roos cu 1497 voto. Miembra no-nacional G. E. Fernandes a worde re-elegi cu 785 voto.

Remigio V. Frank, kende ta actua den e termino incompletá di F. S. Kelly kende a tuma retiro anteriormente, a worde eligi pa un termino completo cu 1502 voto. Francisco Dijkhof, e unico candidato di peticion, a worde eligi cu 1156 voto.

Nun lo cuminza nan termino April 1.



NEITHER the Standard Oil Company (New Jersey) nor any of its affiliates has an interest today in ships bearing the name "Aruba." This picture, taken several years ago in San Nicolas Harbor, shows the former "Pan Aruba" at left, the former "Esso Aruba" at right.

NI Standard Oil Company (New Jersey), ni ningun di su afiliadosnan fin algun interes awendia den vapornan cual ta hiba nombre di "Aruba." E portret aki, sacá hopi anja pasá na haaf di San Nicolas, ta munstra e anterior "Pan Aruba" na banda robez, y e anterior "Esso Aruba" na banda drechi.

Raport Anual di Safety Acentua Anja mas Seguro

Empleadonan di Lago cu pa mas cu un decenia ta mejorando nan acomplimentonan di seguridad na trabao, lo recibi un informe otro siman pasado.

Prepará door di Safety Division, e informe lo worde parti door di supervisornan na cada empleado. Copianan ta disponible na Ingles y Papiamento.

E informe ta munstra cu empleadonan di Lago tabatin e frecuencia di desgracia mas abao y e frecuencia mas abao di desgracia serio durante e 25 anja di historia di compania. Como resultado, compania a gana promer lugar den un concurso internacional di seguridad bao auspicio di National Safety Council pa refinerianan grandi, su empleadonan a traiba seis periodo di mas cu 1,000,000 ora di trabao sin desgracia serio y a pone un record consecutivo di seguridad di mas cu 4,000,000 ora.

"Esaki ta acomplimentonan gratificante," Presidente J. J. Horigan a bisu den un carta geprint den e informe, "pero cifra y premio no tabata e figuranan dominante den Lago su storia di seguridad pa 1954. E rol ya a worde hungá door di hende — homber y muher cu a pone seguridad promer cu tur cos."

Apelando pa empleadonan trata pa huci 1955 mas seguro cu 1954, Sr. Horigan a admiti cu e tarea lo ta dificil. El a bisu cu sinembargo esaki por worde haci door di "cooperacion, concentracion y cuidao."

Kiko esaki lo nifica?

"E lo nifica," Sr. Horigan a scirbi, "cu ora pitro di stop zona, nos lo bai cas cerca nos familiaran sabiendo cu nos lo ta na trabao atrobe majan, traha y gana pa nan, pasobra nos a pone seguridad promer cu tur cos ase."

E informe, geprint den cuatro color y ilustrá tur su grandi, ta presenta un recapitulacion di exito di e programa di promove seguridad, causatocante com nan a comporta durante 1954.

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Dia di Pago Cambiá

Pa motibo di e fin di siman di Paseu Grandi cual lo conta cuatro dia, empleadonan cu ta traiba pa quincena lo worde pagá Diarazon, April 6 envez di e fecha original, April 9. E fecha original di dianan di pago a worde inclui den e dianan di fiesta en reconocimiento di acomplecimiento di empleadonan haciendo 1954 esun di mas seguro di Lago. Empleadonan mensual lo recibi pago, April 7.

Tanker Bearing Island Name Not Esso Ship

The name "Aruba," connected with the oil industry the past 25 years, broke into the daily news headlines earlier this month. It was not the island, however, but a Finnish tanker which made the news.

The M.V. Aruba left Constanta, Rumania, late in February with a cargo of high-grade kerosene suitable for use as jet airplane fuel. The ship was bound for the Communist Chinese port of Shanghai.

Members of the United States Congress demanded that the U.S. Seventh Fleet, patrolling the waters between Formosa and the Chinese

"Aruba" Is Not Jersey Tanker

Neither the Standard Oil Company (New Jersey) nor its affiliates has any current interest in the operation of the "Aruba."

Formerly named the "Pan Aruba," the ship was built in 1931 at Newcastle-on-Tyne, England. It was taken under long-term charter as a new ship by a subsidiary of the Standard Oil Co. of Indiana when that company owned the Lago refinery.

When the Standard Oil Company (New Jersey) bought the Lago properties it took over the charter. The "Pan Aruba" traded out of Aruba until the out-break of World War II when the Norwegian government, under whose flag it sailed, requisitioned the ship.

In 1948 the "Pan Aruba" was transferred to the Finnish flag and its name was shortened to "Aruba." It last called here in January, 1954.

There is now no ship operated by Jersey Standard or its affiliates bearing the name "Aruba." The "Esso Aruba" was sold last year and is now operated as the "Captain John."

mainland, intercept the "Aruba" because delivery of its cargo to Communist China had been forbidden by a United Nations embargo.

Nationalist Chinese newspapers in Formosa demanded the Nationalist Chinese Navy sink the "Aruba" if necessary to prevent delivery of its cargo to the Chinese Reds. A Nationalist spokesman said the navy planned to "take" the ship if it entered the Formosan Strait between the island and the China mainland.

Meanwhile the "Aruba," under charter to Far East Enterprises, Ltd., a Red-owned concern in Hong Kong, was steaming through the Indian Ocean. Its cargo of 13,000 tons of kerosene was estimated to be enough for 5000 sorties against Formosa if the Reds moved jet fighter-bombers within range of the island.

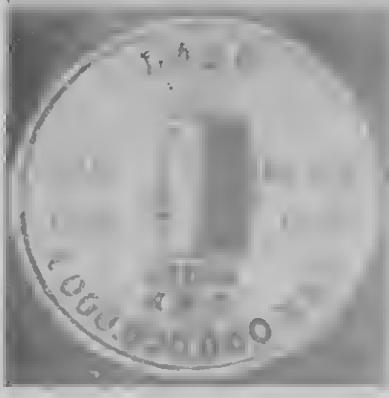
The British government, after deciding nothing could be done legally to interfere with the charter, ordered

(Continued on page 2)

ARUBA ESSO NEWS

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WEST INDIES, BY THE LAGO OIL & TRANSPORT CO., LTD.
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A Milestone For Lago



10 YEARS ago March 15 the one billionth barrel of crude oil went coursing through Lago's stills to mark a milestone achieved by few refineries at that time. Pictured here is the front page of the March 2, 1945 issue of the Aruba Esso News which heralded the event. The second billionth barrel processed by Lago since the come-up of the refinery 26 years ago went through the stills July 4, 1952. The third billionth is about half completed.

10 ANJA pasá Maart 15 di un billion barril di azeta crudo a pasa door di stillnan di Lago marcando un acomplimiento cu poco refineria a atene e tempo. Ariba e retrato aki ta promer pagina di edición di Aruba Esso News di Maart 2, 1945 cu ta anuncia e evento. E segunda billion barril refiná door di Lago desde principio di refineria 26 anja pasá a corre door di stillnan Juli 4, 1952. E tercer billion ta mas of menos mitar cla.

Olympiada Lo Worde Teni April 29 na Lago Sport Park

Di 15 Olympiada anual na oca-sion di Anja di La Reina den Lago Sport Park lo worde celebrá den e stadion na San Nicolas April 29 cu bulamento di polstok, tiramento di speer y rancamiento di cabuya, aumentando e cantidad di eventos-nan te 28.

Ta calculá cu mas cu 150 atleta lo ta presente ora e concursonan atletico cuminza 6:30 p.m. Hizamento di peso y concursonan di "body beautiful" lo worde teni e anja aki dia 4 di Juni den sport park.

Ademas di e concursonan atletico, seis pustamento di bicicleta plus concursonan di noveltad lo forma punto principal di e competicion.

E concursonan atletico lo ta manera ta sigui: careda di 100 yarda — liber; careda di 100 yarda — muher.

E erentanan di noveltad lo inclui hizamento di vle, wovo mará, careda di hangua en hilo over di 50 yarda pa mucha muher, pelea de cusionchi, rancamiento di cabuya, solteronan vs. hombernan casá y careda di 100 milla dea tres etapa.

Gobierno Ingles, despues di decidí cu legalmente nada por worde haci pa interferi cu e fleta, a ordena pa tur su puertonan den Lejano Oriente nenga bunker pa "Aruba." E metodo aki tabatin exito dos anja pasá ora un otro tanquero, cargando producto-nan pa comunistanan Chines, a drenta na un puerto Ingles pa bunker y a worde nengá. Despues di keda den haaf tres luna largo, por fin e carga a worde bendí cu gobiernu di Estados Unidos.

Spantá cu "Aruba" por worde involvi den un "accion di guerra" si e drenta Estrecho di Formosa, e tripulacion a telegrafía for di Oceano Indio na nan oficialnan di union na Helsinki cu nan a nenga di nabega e tanquero pa un puerto Comunista.

Re-Be Shipping Co., cual ta donjo di "Aruba," no a protesta contra decision di tripulantenan. Segun ley marítimo di Finlandia tripulantenan tin derecho di rechaza nan contract "si peligro di captura of otro risco di guerra a aumenta materialmente des-de cu e viaje a cuminza."

National members of the nominating committee are M. Croes, P. E. Croes, D. Flemming, C. Sloterdijk, M. Vries, L. B. Donata, C. P. Schwengle, S. Tromp, D. W. Marques, G. V. Roos, T. Solognier and E. N. Lopez.

Miembra nacional di e comité nominativo ta K. Barry, W. Volney, S. E. Howard, R. D. Cherebin, A. Syed and S. M. Bacchus.

cha homber te 16 anja; careda di 100 yarda pa oficialnan; careda di 100 yarda pa mucha muher; careda di 220 yarda — liber; careda di 440 yarda — liber; 440 yarda relay — liber; careda di mitar milla — liber; careda di un milla — liber; careda di tres milla — liber. Ademas tiramento di speer, tiramento di bola di 12½ lb., bulamento leuw, bulamento halto, discus y bulamento cu polstok.

Lo tia seis pustamente di bicicleta: un milla clase A; un milla clase B; dos milla clase B; nuebe milla clase A; mitar milla — liber; tres milla liber.

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"Aruba" Tabata Topico di Prensa Rond di Mundo

El nombre "Aruba," conectá cu industria di azeta ultimo 25 anja, a kibra den noticianan diario mas tempran e luna aki. Sinembargo, no tubata e isla, pero un tanquero Finlandes cu tabata hací e noticia.

E tanquero "Aruba" a sali for di Constanta, Rumania na fin di Febrero cu un cargo di kerosine di alta grado cu ta adecuado pa uso como combustible pa aeroplano di motor di reaccion. E bapor tabatin como destino Shanghai, un puerto na China Comunista.

Miembran di Congreso di Estados Unidos a demanda pa Septimo Flota di Estados Unidos cu ta patrullando awanan entre Formosa y continente Chines, intercepta "Aruba" como entregó di su cargo na China

"Aruba" No ta Tanquero di Jersey

Ni Standard Oil Company (New Jersey) ni su afiliacionan tin ningun sorto di interes coriente den operacion di e tanquero "Aruba."

E bapor cu antes tabata yama "Pan Aruba," tabata trahá na 1931 na Newcastle-on-Tyne, Inglaterra. Como un bapor nobo el a worde fletá pa termino largo door di un subsidiario di Standard Oil Co. di Indiana tempo cu e compania tabata donjo di refineria di Lago.

Tempo cu Standard Oil Co. di New Jersey a cumpri propiedan di Lago esaki a tunna over fletacion di e bapor. "Pan Aruba" tabata nabega for di Aruba te na principio di Guerra Mundial II ora gobiernu Norvega, bao cual su bandera e tabata nabega, a yama e bapor.

Na 1948 "Pan Aruba" a transperi pa bandera Finlandes y su nombre a worde abreviá pa "Aruba." Ultimo vez cu e tabata aki tabata na Januari 1954.

Awor no tin un bapor opera door di Jersey Standard of su afiliacionan cu ta carga nombre "Aruba." "Esso Aruba" a worde bendi anja pasá y awor e ta nabega bao nombre di "Captain John."

Comunista ta prohibi door di un embargo di Naciones Unidas.

Corantnan di China Nacionalista na Formosa a demanda pa Marina di China Nacionalista sink "Aruba" si ta necesario pa stroba entrega di su carga na comunistanan Chines. Un portavoz nacionalista a bisa cu marina kier "coi" e bapor si e drenta Estrecho di Formosa entre e isla y continente Chines.

Mientras tanto "Aruba," fletá door di Far East Enterprises, Ltd., un empresa comunista na Hong Kong, tabata traversa Oceano Indio. Su carga di 13,000 ton di kerosine tabata calculá pa ta bastante pa 5000 mision contra Formosa si Comunista nan trece aeroplanonan di reaccion cerca di e isla.

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"Aruba" a sali for di Constanta Feb. 28.

E donjonan di e bapor a notifica gobiernu di China Comunista cu "Aruba" no por sigui pa China Comunista y a ofrece pa transborda e carga den un puerto no-comunista of transferi e carga pa un otro tanquero ariba lamar.

Companianan di Jersey A Caba den Lugar Promer

Afiliacionan di Standard Oil Company (New Jersey) a sali halto den resultadon final di e concurso pa industria petrolero di National Safety Council. E acento cu ta worde poní ariba seguridad y bienestar di empleadonan den henter organizacion di Jersey tabata reflejá den standing di Lago y su otro afiliacionan manera a worde publicá den ultimo boletin di e council pa anja pasá.

E mejor record di seguridad di companianan Jersey y tambe e mejor record di tur companianan a worde obtení door di Lago. Promer den henter e grupo di companianan cu ta opera mas cu 250,000 ora di trabao pa luna, Lago a captiva un frecuencia di .68 mucho dilatante esun di segunda lugar, Lion Oil Company di El Dorado, Arkansas, cu 1.14. E frecuencia di Lago tabata tambe hopi bao di e promedio di 2.29 of companianan den e grupo cu ta traha mas cu 250,000 ora di trabao pa luna.

Den e grupo especialmente pa plantan individual — no henter companianan tumando tur fasenar di operacion manera tur e empresa di Lago — afiliacionan di Jersey dramaticamente a munstra e acento cu ta worde poní ariba seguridad. Di plantan individual operando mas cu 250,000 ora di trabao pa luna, seis di e ocho companianan ta parti di organizacion di Jersey.

Ganador di e grupo aki tabata Esso Standard Bayonne (New Jersey) cu frecuencia di .99. E promedio tabata 2.86. Den segunda lugar tabata afiliado di Jersey na Texas, Humble Oil & Refining Company's Baytown Refinery. Di cinco, seis, siete y ocho lugarnau a bai pa refineria Esso Bayway (New Jersey), refineria Esso Standard Baton Rouge (Louisiana), refineria di Caripito di Creole Petroleum Corporation y refineria di Amuay di Creole Petroleum Corporation.

Den grupo di ventas por mayor pa organizacionan cu ta traha menos cu 250,000 ora di trabao, di promedio lugar a bai pa afiliado di Jersey na Oklahoma, Carter Oil Company di Tulsa. Pa operacionnan di drilento

Lago Sport Park's 15th Queen's Olympiad Set for April 29

The Lago Sport Park's 15th annual Queen's Birthday Olympiad will be held at the San Nicolas stadium April 29 with pole vault, javelin and tug-of-war pushing the number of events to 28.

It is expected over 150 athletes will be on hand when the track and field spectacle gets underway at 6:30 p.m. Weight-lifting and "body beautiful" contests, previously held in conjunction with the Olympiad, will be staged this year on June 4 at the park.

In addition to the track and field features, six bicycle races plus novelty contests will highlight the competition.

There will be 10 track events: 100-yard dash - open; 100-yard dash - boys to 16 years of age; 100-yard dash for officials; 100-yard dash for girls; 220-yard dash - open; 440-yard run - open; 440-yard relay - open; half-mile run - open; one-mile run - open; three-mile run - open.

There will be six field events: javelin, 12½-pound shot-put; broad jump; high jump; discus; pole vault.

There will be six cycle races: one-mile - class A; one-mile - class B; two-mile - class B; nine-mile - class A; one-half mile - open; three-mile - open.

The novelty events will include kite flying, blindman's buff, 50-yard needle and thread dash for girls; pillow fight; tug-of-war, bachelors vs. married men and 100-yard three-legged dash.

"Aruba" a sali for di Constanta Feb. 28.

E donjonan di e bapor a notifica gobiernu di China Comunista cu "Aruba" no por sigui pa China Comunista y a ofrece pa transborda e carga den un puerto no-comunista of transferi e carga pa un otro tanquero ariba lamar.

They will take office effective April 1.

"Aruba" in News

(Continued from page 1)

all its Far East ports to refuse bunkers to the "Aruba." This tactic was successful two years ago when another tanker, carrying oil products to the Chinese Reds, put in at a British port for bunkers and was refused. After lying in the harbor three months, the cargo was finally sold to the U.S. government.

Fearful that the "Aruba" might be involved in an "act of war" if it entered the Formosa Strait, the crew radioed from the Indian Ocean to their officers in Helsinki it had refused to sail the tanker to a Communist port.

The Re-Be Shipping Co., which owns the "Aruba," did not protest the crew's decision. Under Finnish maritime law crews have the right to reject their contract "if danger of seizure or other war risk has materially increased since the voyage started."

The "Aruba" sailed from Constanta Feb. 28.

The ship owners notified the Communist Chinese government the "Aruba" could not proceed to Red China and offered to trans-ship the cargo in a non-communist port or transfer the cargo to another tanker at sea.

Affiliates Lead

(Continued from page 1)

refinery, Creole Petroleum Corporation's Caripito refinery and Creole Petroleum Corporation's Amuay refinery.

In the wholesale marketing group for organizations working less than 250,000 man hours, first place was won by Jersey's Oklahoma affiliate, Carter Oil Company of Tulsa. For drilling operations the first two places were taken by Jersey affiliates. First was Creole Petroleum Corporation and second was Humble Oil & Refining Company.

First in the producing group operating more than 250,000 man hours a month went to Humble Oil. Its rate was 1.37, far below the average rate of 6.14.

Three Incumbents Reelected to SPAC

Three incumbent members of the Special Problems Advisory Committee were reelected to the committee in an election held March 16-18. A member serving out an unexpired term was elected to a full term.

National committee members reelected were Maximo Vries with 2213 votes and Genaro V. Roos with 1497 votes. Non-national Member G. E. Fernandes was reelected with 785 votes.

Remigio V. Frank, serving the unexpired term of F. S. Kelly who resigned, was elected to a full two-year term with 1502 votes. Francisco Dijkhof, the only petition candidate, was elected with 1156 votes.

They will take office effective April 1.

New Esso Servicenter Opens In Oranjestad March 19; 6th On Island



GENERAL Superintendent F. E. Griffin (second from right) congratulates A. M. Arends on the opening of his new Esso Servicenter in Oranjestad.

SUPERINTENDENTE general F. E. Griffin (di dos banda drechi) ta felicita A. M. Arends na ocasion di habrimiento di su Esso Servicenter nobo na Oranjestad.



"CUTTING the ribbon" honors were shared by General Superintendent F. E. Griffin (above) and C. H. Whittfield of the Aruba Merchants' Association.

E HONOR di "corta e cinta" a worde part entre Superintendente General F. E. Griffin (ariba) y C. H. Whittfield di Asociacion di Comercianten na Aruba.



CLOSE TO 1000 customers were served at the station opening day. They were given souvenirs and a chance to compete for a new "Atlas" battery.

CASI 1000 cliente a worde sirbi dia cu e stacion a habri. Nan a haya souvenirs y un chens pa competi pa un bateria nobo marca "Atlas".



ONE OF the first customers, a soft drink delivery truck, rolls up to a gasoline pump beneath a sign which proclaims the station "Now Open."

UN DI e promer clientenan, un truck cu ta entrega refresco, ta lora yega na un di e pompan bao un senjal cu ta proclama e stacion "Habri Awor."

Federacion di Trahadores Petroleros Tabata Topico Durante "Dia di Prensa"

E esfuerzonan coriente pa enlista empleadonan di Lago den Federacion di Trahadores Petroleros di Aruba a cai den centro di publicidad siman pasá ora cuatro periodista a sinta hundo cu cuatro miembro di directiva di Lago pa un discusion ariba "Dia di Prensa."

Titulá "Preusa kier sabi," e forum tabata tení pa duna periodistanan un oportunidad pa puntra cualquier pregunta cu nan tabata deseja tocante operacion y polizauan di compania.

Gerald J. Staartjes, redactor di e diario Arubano Arubaanse Courant, a habri e cuestion di federacion punitando si "Federacion di Trahadores Petroleros lo no tin un oportunidad di worde reconoci door di Lago? Nan lo tin chens di worde reconoci asina, of nan tin mester tin di cambia nan organizacion pramer?"

Superintendente General F. E. Griffin, kende a comenta tocante esfuerzonan di e Union durante e barbecue anual pa representantenan Feb. 12, a contesta Sr. Staartjes.

Durante un revista di su remarcenan anterior, Sr. Griffin a biga cu

empleadonan di eualquier organizacion industrial tui mester di un sistema di representacion. El a splica cu e sistema di comité eligi tabatin "extremo exito" den representacion di empleadonan di Lago y empleadonan di otro afiliacion di Standard Oil Co. (N.J.) den henter mundo.

El a agrega expresivamente cu si mester yega tempo cu e presente forma di representacion pa medio di comité tui mester di revision pa hacie le mas satisfactorio pa empleadonan di Lago, e sistema ta trahá asina cu e ta brinda facilidadan pa cambio pa medio di proceso di negociacion colectivo.

Negociacion colectivo, e gerente general a splica, por resulta den "un union independiente di pafor, of un otro sinto di sistema electivo cu mester vorde desroyá ainda."

E superintendente general a splica anteriormente cu e sistema di comité

empresarial di euanidad, trahadornan y de compania door di tal forma di representacion."

Den un expansion ariba contesta di Sr. Griffin, C. F. Smith, superintendente di departamentonan di servicio y staff, a accentua dos punto basá arriba un estudio di desaroyo di liga di obrero den Estados Unidos y un revista di reciente publicacionnan di liga.

Nan tabata:

1. Cu Congress of Industrial Organization, un grupo di liga di Estados Unidos cu cual PWFA ta afiliá, no a logra atrae ningun liga independiente cu ta representa empleadonan di e companianan grandi di petroleo Americano.

2. Cu e esfuerzo pa enlista trahadornan di Lago den PWFA no a cumenza localmente, pero a origina door di e International Federation of Petroleum Workers cu a worde organiza recentemente.

"CIO a desafia e grupo independiente desde 1942 na Estados Unidos," Sr. Smith a bisa, "y ta interesante pa nota, mi ta kere cu — segun mi saber — CIO of un liga afiliá

no a logra atrae ni siquiera un unionad di un compania grandi cu tabatin un grupo independiente."

For di un revista di publicacionnan di liga, Sr. Smith a cita un declaracion cu a apareee den International Oil Worker di Januari 10, un organo publica door di IFPW. E declaracion ta bisa cu "Projectonan grandi di organizacion a worde lanzá na Aruba, Antillas Holandes y India bao direcccion di International Federation of Petroleum Workers, asina Secretario General Lloyd A. Haskins a anuncia.

"Esakiman ta di promer projectonan di organizacion emprendi pa e Federacion Internacional cu a worde formá April anja pasá na Paris. Trabaonan preliminar ariba e projectonan aki ta den progreso varios luna pero pa motibonan strategio e plannan no a worde anunciatá sino te ora e organizacion tabata hopi adelantá.

Despues di un descripcione di operacion di Lago cual e declaracion a bisa ta mas of menos "e mes distancia pa medio di tanquero for di New York pa e centro di refinacion na Golfo di Texas," el a sigui cu "la motibio di e factornan aki, refinaria di Lago por ta di major consequencia den competicion cu trahadornan petrolero di Estados Unidos y por worde usá contra trahadornan di Estados Unidos den caso di huelga. Meseos, refinarianan na Costa Golfo di Esta-

dos Unidos por worde usá contra Aruba den easo di huelga na Aruba."

Den un resumen di otro publicacionnan di e union tocante e objetivo di organiza Aruba, Sr. Smith a cita for di Boletin Inter-American di Obrero di Januari 1955.

E Boletin a bisa cu "David Sternback, representante di CIO na Puerto Rico, durante tercer siman di November a bishita isla di Aruba ariba suplica di O.R.I.T. y International Oil Workers Federation, cu e objetivo pa establece contacto cu unionistanan local y forma plannan pa trabao di organizacion den futuro."

Comentando mas leuw ainda ariba e pregunta tocante PWFA representante empleadonan di Lago, Gerente General O. S. Mingus a splica cu compania tin un contruel cu forza di ley cu Lago Employee Council.

"Nos no por kibra e contraet ey," el a splica. "Ta existi cierto procedimiento pa kibrele. Si mas cu 50 por ciento di nos empleadonan ta desea di disestablece LEC, anto e lo mester hacie camina pa algo otro pa representa nan. Pero ta asina ta e manera cu e mester bin. E mester sigui procedimento legal."

E forum, alga nobo den segunda "Dia di Prensa" a worde tení den sala di conferencia di Oficina Mayor. Ademas di Sr. Minkus, Sr. Griffin y Sr. Smith, Lago tabata representa

(Continua na pagina 7)

Lago Men, "Esso Memphis"



RALPH WATSON, retired, was head of Receiving and Shipping when he sholdered camera and tripod to help in the making of the TV movie.

RALPH WATSON, recientemente retirado, llevó la cámara de Receiving and Shipping para el rodaje de la película en televisión.

"ESSO MEMPHIS" riding high in the water, her empty tanks ready to receive the 116,000 barrels of heavy fuel oil consigned to U.S. industrial users.

"ESSO MEMPHIS", halto den awa, su tankinan bashí cla pa recibi e 116,000 barril di combustible pisá consigná pa usadornan industrial di E.U.

Co-Star on TV

Wharfingers, gaugers, lab men and other key workers in Lago's harbor operations co-starred with the "Esso Memphis" on a television program presented to U.S. viewers recently.

Motion pictures of the Lago men and the "Memphis" were made for "Your Esso Reporter — TV," a news program.

One of a series of programs about the oil industry, the show documents the delivery of fuel oil from Aruba to industries in the United States.

Scenes in Aruba were photographed by Dr. Robert Turfboer of Lago's Medical Department assisted by A. M. Brodine of the Public Relations Department. Pictured was a turn-around July 20 and 21 when the "Esso Memphis" loaded fuel for a power plant and cement factory on the East Coast. Other camera crews shot the arrival of the ship in New York and the delivery of the fuel.

With no motion picture facilities of its own, Public Relations asked Dr. Turfboer to shoot the film; then enlisted the aid of Senior Ship Operator R. N. Wilkie and Ralph Watson,



COLORADO POINT, Lago harbor tug, nudges "Esso Memphis" through COLORADO POINT, remolcador di Lago, ta pusha "Esso Memphis" d

former head of Receiving and Shipping.

An outline of scenes to be photographed was worked out and necessary arrangements made. Calls for help went to nearly every department in the refinery.

To include scenes of the "Esso Memphis" entering the harbor, Aruba Customs and Immigration officials gave special permission for a cameraman to board the tanker ahead of

the pilot, G. P. Spee, San Nicolas water tower supervisor, allowed scenes of the area to be shot from atop the tower.

Within a few hours after its completion the film was shipped by air to New York where it was processed and later fitted into the show. So it is that for a few minutes the Esso Memphis and Lago men co-starred on a nation-wide U.S. television program.



Obreronan di Lago, "Esso Memphis" Ta Aparece Ariba Television

Wharfingers, gaugers, trahadornan den laboratorio y den haaf di Lago lo aparece hunto cu "Esso Memphis" ariba television.

Retratanon movible di e trahadornan di Lago y "Memphis" a worde sacá pa "Your Esso Reporter - TV," un programa di noticia.

Un di e serienan di programanan tocante industria petrolero, e show ta documenta entrega di combustible for di Aruba na industrianan na Estados Unidos.

E vistanan na Aruba a worde sacá door di Dr. Robert Turfboer di Departamento Medico di Lago asistí pa A. M. Brodine di Public Relations Department. Sacá tabata un turn-around Juli 20 y 21 ora "Esso Memphis" tabata carga combustible

pa un planta di energia y fabrica di cement na Costa Oriente. Otro grupo di hendenan di camera a retrata yegada di e bapor na New York y entregamento di e combustible.

Como Public Relations Department no tin facilidad di su mes pa saca retrato movible, nan a pidi Dr. Turfboer pa saca e film, y anto nan a obtene ayudo di senior ship operator R. N. Wilke, y Ralph Watson, anterior hefe di Receiving & Shipping.

Un plan di vistanan cu mester worde sacá a worde estableci y e areglonan necesario tabata haci. Yamada pa ayudo a bai pa casi tur departamento den refineria.

(Continua na pagina 7)

MONITOR SCREEN in TV station control room shows bow shot of "Esso Memphis" being televised as engineer adjusts controls.

MONITOR SCREEN den stacion di television ta munstra „bow shot“ di „Esso Memphis“ televisá mientras e operador ta ahusta e controlnan.





d up to berth at No. 2 Finger Pier.
hiba pa mara na No. Finger Pier.



CHIEF PILOT J. B. Meenhorst, now Harbor Master of Aruba, brought her in.

LOADS MAYOR J. B. Meenhorst, awor havenmeester di Aruba, a trece'le aden.



CAMERAMAN Dr. Turfboer sights on harbor from San Nicolas water tower.

CAMERAMAN Dr. Turfboer ta waak ariba haaf for di watertoren na San Nicolas.



INGERS display precision team-work to fasten hoses to "Memphis" tanks.
INGERS ta munstra trabao di precision conectando hosenan na tainkinan.



NEW YORK BOUND "Esso Memphis" heads out to sea as Assistant Dock Foreman Hodge looks on.
"ESSO MEMPHIS" cu ta na camina pa New York ta wordo sacá for di den haaf pa Colorado Point.



CASTING OFF, team of wharfingers frees forward line from bow of "Memphis."

GRUPO di trahadornan ta kita cabuya adilanti for di "Memphis."



UGER Dominico Kelly sets pressure recorder on loading line from tanks ashore.
UGER Dominico Kelly ta pone registro di presion ariba linea for di terra.



Lago Helps Writer, Sailing Small Boat, Toward Fabled Isle

AGAINST a backdrop of leaden skies and foaming waves, Hans Lichte — photographed 2000 miles at sea by fellow-adventurer Florian Leyrer — guides the 27-foot "Nordstern" across the Atlantic toward Aruba.

CONTRA un fondo di cielo scuro y olanan scumando, Hans Lichte — fotografado 2000 milla na lamar door di companjero adventurero Florian Leyrer — ta guia e balandro "Nordstern" door di Atlantico pa Aruba.



Out-Bound For Tahiti

Day after day the Trade Winds blew, scudding the "Nordstern" across the Atlantic. Under reefed foresail and mainsail the 27-foot cutter, bound from Dakar to Aruba, rose to the top of each windbuilt wave, hung a moment on the crest and then fled down the boiling slope.

Just when it seemed the bow would dive beneath the water it checked its plunge, struggled up, gathered speed and then shot skyward as the next wave lifted the "Nordstern" and drove it forward.

The winds and wild water held steady from the southeast, posing a constant threat to the two men aboard the cutter. One moment of carelessness at the helm and the boat, dwarfed by the seas around it, might broach and over-turn.

Cold spray, torn by the wind from the top of each wave, drenched the man on watch as he struggled with the rudder. There was no sun. Overhead were only low, gray, fast-flying clouds which from time to time pelted the "Nordstern" with rain. Line squalls came hurrying up from astern, engulfed the boat a moment and then went racing on ahead.

The days were cold and gray, the nights cold and black. After a turn at the tiller the men would throw themselves in the cabin so exhausted they would sleep a few hours despite the pitching of the boat, eat a cold snack and then take the watch again.

As the days wore on and the unrelenting pressure took its toll even the task of changing the man at the helm became a perilous operation. The man who had been on watch would slide his hands aft on the tiller. His relief would grasp the forward part and nod when he had a firm grip. Then the man going off watch would help him sit down, for a moment off balance might be fatal.

Ever ready was a sea anchor, a kite-shaped canvas bag the men had rigged when they cleared the North African coast. The anchor could be tossed over the side to keep the "Nordstern's" bow into the wind if the men had to have to ride out a storm.

Fourteen days out of Dakar the two men got their first encouragement. On their battery-powered radio they picked up the broadcasting station in Barbados, some 400 miles to the northwest. They held to their course, however, and drove through the Windward Island chain north of Tobago and entered the Caribbean.

Still swept along by wind and wave, they skirted the northeast coast of Venezuela, passed inside the Isla de Margarita and pounded past Curaçao where the lights of the island reflected off the lowering black storm clouds.

On the night of Feb. 20, from the trip," he said, "and realized I could top of a hissing wave, they caught not make the rest of the voyage alone."

In Leixoes he picked up a fellow German who accompanied him as far as Dakar. There Mr. Lichte looked around for another traveler and found Mr. Leyrer, a radio technician who wanted to go to South America.

In Aruba the two men parted and once again Mr. Lichte took up the hunt for a shipmate to sail with him to Panama, through the canal to the Galapagos Islands and then through the South Seas to Tahiti.

"We may have set a small-boat record for the distance," Hans Lichte, owner and captain of the "Nordstern," said later as he relaxed in the book-lined cabin of his boat.

"We had storm-force winds all the way and every sea looked as though it would break right on top of us, but the 'Nordstern' — that's German for North Star — rode every one. We drove her hard, but she never faltered."

Mr. Lichte, a more experienced seaman than Florian Leyrer who had joined the "Nordstern" at Dakar, spent as many as 20 straight hours at the helm bundled in an overcoat and wrapped in a blanket. Safely at anchor, he found he still could not straighten the cramped fingers of his left hand with which he had held the tiller.

Mr. Lichte, an author who before World War II traveled the world to write about Germans abroad, started this trip last May. An earlier accident, however, almost shattered his plans of sailing to the South Seas.

Since his youth Mr. Lichte had been an avid amateur yachtsman. In the 1930's he owned a yawl in which he cruised the Mediterranean and had sailed other small boats all over the world. So he turned to the sea after the war to earn money to buy another small boat he could sail to Tahiti where he had decided to spend the rest of his life.

He shipped as a crew member of a freighter, calculating he could save the major portion of his wages. Within two years he had banked enough to buy a boat and finance the trip when, in a shipboard accident, he lost his right leg.

When he left the hospital he was still determined to make the trip despite the loss of his leg. He found, though the accident had eaten into his savings, he still had enough money for a boat but little for traveling expenses.

In Bremen he located an eight-ton, steel-hulled cutter built five years before. Staunch, seaworthy, rigged so one man could sail it, the "Nordstern" fitted his needs and he bought it. Saying good-bye to his 19-year-old son who was studying to be an optical engineer, he sailed with two friends from Bremen May 8.

The friends returned home from La Coruna, Spain and Mr. Lichte sailed alone from La Coruna to Leixoes in Portugal. "I was at the helm for 50 straight hours on that

Lago a Yuda Autor, Den Boto Chikitu, Ken Ta Nabega pa Tahiti

Dia tras dia biento passaat a snpla, empujando "Nordstern" over di Atlantico. Cu belanan bahá e balandro di 27 pia, na camina for di Dakar pa Aruba, tabata subi corona di cada ola, un tras di otro, wanta un rato ariba e corona y despues slip bini abao na e canto turbulente.

Net oia ta paree cu e boeg lo tira cabez bao awa su caida ta woide wanta, poco paoco e ta lamita, coi velocidad y bolbe punta pa lavia ora e otro ola coi e balandro y mande'e adianti.

Biento y awa bruto tabata tene duro for di zuidoost, poniendo un menaza constante ariba e dos hombernan abordo di e balandro. Un momento di descuido na timon y e barco cu ta keda chikito den e lamar rond di dje, por habri y bolter.

Salpeter frio, rancá door di bicato for di cada ola, ta muha e homber na warda cu ta luchando cu e timon. Solo no tabata cende. Ariba tabatin solamente nubianan gris moviendo rapido cual de vez en cuando ta yobe ariba "Nordstern." Parjanan di lamar tabata bini bulando for di otras, rondona e bota un momento y despues desparece den distancia.

E dianan tahata frio y obscuro, nochinan frio y preto. Despues de un warda na timon e hombernan ta laga nan curpa cai den un cabina asma cansá cu nan ta drumi por lo menos algun ora largo no obstante movimiento di e bota, come un pasaboca frio y bolbe subi warda.

Segun dianan tabata pasa y e precision impiadoso tabata laga munstra su efecto hasta e taree pa cambia e homber na timon a bira un operacion peligroso. E homber cu tabata na warda lo laga su man slip patras ariba e timon. Esun cu ta hin cambie'e ta coi e parti adianti y sagudi su cabez ora el tin e teni duro. E homber cu ta baha warda ta yude'e sienta, pasobra un momento for di balanza por ta fatal.

Propari na tur momento tabata un hanero di driei, un saco di panja di bela cu e hombernan a traha ora nan a laga costa di Noord Africa. E hanero por wordo bentá na awa pa tene boeg di "Nordstern" den direccioen di biento si e hombernan mester pasa door di un tempestad.

Diez-cuatro dia for di Dakar e dos hombernan a haya un poco animacion. Ariba nan radio di bateria nan a sintoniza e emisora di Barbados, 400 milla na Noordwest. Nan a tiene nan curso, sinembargo, y a pasa door di e cadena di Islanan Barlovento norte di Tobago y a drenta Caribe.

Ainda azotá pa biento y olanan, nan a nabega canto di costa noord-oost di Venezuela, pasa entre Isla Margarita y dilanti di Curaçao unda luznan di e isla a refleja door di nubianan seur.

Feb. 20 anochi, for di corona di un ola halto, nan a coi promer vista di luz di Colorado Point. Ariba e corriente nan a pasa dilanti Colorado Point y nabegando canto di costa zuidwest nan a drenta haaf di San Nicolas y a hanera pa anochi. E cruzamiento, mas of menos 3000 milla, a tuma 28 dia.

"Podiser nos a pone un record pa bota chikito pa e distancia," Hans Lichte, donjo y captan di "Nordstern" a hisa despues mientras el tabata sosega den cabina di su bota rondona buki.

"Nos tabatin biento cu forza di horcan henter camina y cada lamar tabata parce cu e lo kibra net ariba nos, pero 'Nordstern' — esey ta e nomber Aleman pa strea di nord — a pasa tur. Nos a corre'e duro, pero ningun vez el a faya."

Sr. Lichte, un marinero cu mas experiencia cu Florian Leyrer kende a borda "Nordstern" na Dakar, a pasa te 20 ora consecutivo na timon lorá den un bachi largo y un deken. Hanerá den haaf, el a descubri cu ainda el no por a estrecha e dedean di su man robez cu cual el a tene e timon.

Sr. Lichte, un escritor kende promer ev Guerra Mundial II tabata viaja pa seirbi tocante Alemannan (Continua na pagina 7)



HOPING to find someone to sail with him to Tahiti, Mr. Lichte — with Lago's help — readies the "Nordstern" for the 8000-mile voyage.

SUPERANDO pa haya un hende pa bai Tahiti cu ne, Sr. Lichte — cu ayudo di Lago — ta prepara "Nordstern" pa e viaje di 8000 milla.

Service Awards

30 - Year Button

Bruin F. Dirksz TSD - Laboratory

20-Year Buttons

Clyde R. Legore Mech. - Yard
Jeffrey Johnson Process - Utilities
Peter A. Nicolaas Marine Dept.
Ciriaco A. Tromp Executive - Cable Office

Francisco D. Semeleer LOF
George B. Brown Cracking
Edmundo Geerman C&LE
Jan G. Croes Mech. - Foundry
Anselmo Ras Mech. - Pipe
Catalino C. De Mey Mech. - Welding
Miguel Wonters Mech. - Mason & Insul.

William J. Every Marine Dept.
Carl B. Lewis Process - LOF
Dwight Fryback Mechanical Dept.

10-Year Buttons

Bennet S. Whitney TSD - Laboratory
Miss Frances C. Clark Medical Dept.
James Stevenson Brown Marine Dept.
Carl J. Villafana Mech. - Machinist
Fitz A. McLean Mech. - Machinist
John J. Murray Mech. - Machinist
Vincent A. Burgos Mech. - Machinist
Antonio A. Wilson Mech. - Machinist
Jean O. E. Richardson Mech. - Pipe
Harry E. Roden Mech. - Pipe
Alexander J. L. Emery Mech. - Pipe
Leonard Belgrave Mech. - Col. Maint.
Alfred E. Jonathas Mech. - Col. Maint.
Joseph J. Timber Mech. - Scaffolding
Albert D. Jeffrey Mech. - Storehouse
Esmund Campbell LOF
Oliver Wade LOF
Balbino Kelly Cracking
Marco B. Rosario Cracking
Marcelo Gomez Cracking
Jacques A. E. Esser Utilities
Evaristo P. Plinio Utilities
Domingo De Freitas Utilities
Arthur S. Anderson Utilities
Bryan McIntosh I.P.D.
Alberto Maduro Commissary
Thomas Duncan Dining Hall
Marcos Castro Accounting
Rudolph H. Chang-Vit Accounting
Dennis M. Lau Accounting
Daumah Hassell TSD - Laboratory
Carlyle D. George TSD - Laboratory
Calving R. Assang TSD - Process
Raphael H. Gibbs LPD

Lago a Yuda

(Continua di pagina 6)

den teranan estranho, a cuminza su viaje Mei anja pasá. Un desgracia anterior, sinembargo, casi a destrui su plannan pa nabega pa Pacifico.

Desde su hubentud Sr. Lichte tabata un ferviente zeildo. Den anjanan 1930 el tabata donjo di un yola den cual el tabata crusa den Mediterraneo y a nabega otro botonan chikito den tur parti di mundo. Pesey el a bolbe bai lamar despues di guerra pa gana placa pa cumpria un otro botonan chikito cu el por nabega bai Tahiti unda el a decidi pa pasa resto di su bida.

El a embarca como miembro di tripulacion di un barco di carga, calculando cu el por a spaar major parti di su ganamento. Dentro di dos anja el a spaar bastante pa cumpria un boto y financia su viaje ora, den un accidente na bordo di barco, el a perde su pia drechi.

Ora el a sali for di hospital ainda el tabata determiná pa haci e viaje no obstante perdida di su pia. El a descubri, maske cu e desgracia a reduci su placa gespaar, cu ainda el tabatin bastante pa cumpria e boto, pero no tabata resta suficiente pa paga gastonan di viaje.

Na Bremen el a mira un balandro di ocho ton y curpa di staal cu tabata trahá cinco anja promer. Firme, den bon condicion, formá asina cu un hende sol por nabegelle, "Nordstern" tabata net loke el tabatin mester y el a cumpre'le. Tumando despedida di su yiu homber di 19 anja cu ta studia pa enginiero optico, el a sali hunto cu dos amigo for di Bremen Mei 8.

E amigonan a bolbe cas for di La Coruna, Spanja y Sr. Lichte a viaja sol for di La Coruna pa Leixoes na Portugal. "Mi tabata na timon pa 50 ora consecutivo ariba e viaje ey," el a bisa, "y mi a realiza cu mi no por a haci resto di e viaje mi sol."

Na Leixoes el a contra cu un paisano Aleman cu a bai cu ne te Dakar. Aya Sr. Lichte a waak rond pa un otro viajero y a haya Sr. Leyrer, un tecnico di radio cu kier a bai America del Sur.

Na Aruba e dos homburnan a parti y un vez mas Sr. Lichte a cumenza ronda un companjero pa bai cu ne Panama, door di canal pa Islanan Galapagos y anto door di Pacifico pa Tahiti.

Sr. Lichte, awor 48 anja di edad, tin intencion di pasa resto di su bida ariba e islana aki. Un estudiante di historia y etnologia, el a haya interes den Polynesianonan, Maoris y otro hendenan di islana den Pacifico tempo cu el a viaja door di e islana promer cu guerra.

El tin intencion di biba ariba su bido y aumenta e pension mensual cu el ta recibí pa motibo di perdida di su pia door di pesca perla, transporta carga, post y pasagero pa e islana mas chikito cu no tin servicio regular y door di scirbimento. El tin combeño tentativo a varios museo y asociacionnan historico.

Mientras tanto el ta na Aruba sperando pa haya un hende cu kier bai Tahiti cu ne y — cu ayudo di Lago — preparando "Nordstern" pa e viaje di 8000 milla cu ta su dilanti.

TROMP, Rosendo - Wharves: A son, Rosendo Casimiro
RAS, Juan - Cal. Serv.: A daughter, Casimiro

March 5

TROMP, Felix R. - Carpenter: A son, Romi Rafael

SEMELEER, Bernardo F. - Electrical: A son, Mario Tenfilo

SCOTT, Arthur H. - Marine: A son, Peter Martin

VROLIJK, Placido - Lab No. 2: A son, Remigio Victorino

March 6

GEERMAN, Clemente - C&LE: A son, Juan Rosemundo

WILLEMS, Victoriano - Storehouse: A daughter, Coleta Vergina

March 7

ANGELA, Hilario - Cracking: A son, Rudolf Valentino

TROMP, Guillermo P. - Garage: A daughter, Yvonne Jacinta

March 8

CHrichton, George Jr. - Steward Serv.: A son, Alexander Whittington

CAMPBELL, Charles A. - Rec. & Ship.: A daughter, Peggy Ingrid

March 10

RRIEZEN, Vincente - Mech. Shop: A son, Ridderstaap, Julio D. - Acid Plant:

A son, Victor Ridderstaap

March 11

DENNIE, Allison L. - Col. Adm.: A daughter, Frances Alyson

March 12

DE L'ILSE, Arnould M. - Storehouse: A son, Wilhelm Arnould

WERNET, Clemente D. - Yard: A son, Clemente Urbencio

March 4

HERNQUEZ, Ellis J. - Accounting: A daughter, Cecilia Raquel



Retires After 27 Years...

JAN WINTERDAL, a Lago employee for over 27 years, was honored at a retirement luncheon Feb. 28 preceding his March 1 retirement. At lunch with the guest of honor (left) are H. Tromp, J. C. Johnson, T. V. Malcolm, R. Geerman and B. J. Bruever.

JAN WINTERDAL, un empleado di Lago durante mas cu 27 anja, a worde honrá na un comida di retiro Feb. 28 promer cu su retiro Maart 1. Na mesa cu e bishitante di honor ta (robez) H. Tromp, J. C. Johnson, T. V. Malcolm, R. Geerman y B. J. Bruever.

Accepted Ideas Number Twenty-Four for January

Twenty-four employees shared in a total of Fls. 930 for ideas accepted in January under the company's Coin Your Ideas program. Of the accepted suggestions, H. G. Violenus' idea took down the top award of Fls. 175. January's winners also included a husband and wife combination and two double winners.

Mr. Violenus, a Mechanical Department — Instrument employee, suggested the inclusion of tar to storage flowmeter on standard craft operation. The double winners were F. S. Kelly of Light Oils Finishing and H. C. Harms of the Acid & Edeleanu Plant. Mr. Kelly's ideas were good for awards of Fls. 35 and 30 and Mr. Harms' returned Fls. 30 on both.

The husband and wife combination was Mr. and Mrs. M. St. Paul. Mr. St. Paul of Mechanical Administration collected Fls. 20 for his idea. Mrs. St. Paul bested her husband by Fls. 10 with a Fls. 30 award.

Other winners follow:

Mrs. L. St. Paul Fls. 30
Mechanical Dept.

Storehouse Fls. 25

E. R. Browne Admin. Fls. 50

A. Jap Sam Fls. 50

Mech. - Carp - Store plywood and

masonry separately on shelves. Fls. 30

S. Bacchus Fls. 20

M. St. Paul Fls. 20

Machinist Fls. 175

F. Croes Fls. 40

R. Lo A Njoe Fls. 20

Electrical Fls. 50

H. de Gourville Fls. 50

Med. - Hosp. - Install receptacle on

emergency transfer vault system. Fps.

J. N. Danies Fls. 30

Instrument Fls. 175

H. C. Violenus Fps. 35

Mech. - Instrument - Include tar to

storage flowmeter on standard craft

operation in-6.

Process Department Fps. 20

C&LE Fps. 20

M. V. Bochové Cracking

S. E. W. Alleyne Fps. 40

E. Trimion Fps. 25

LOF Fps. 50

A. L. Tackling Fps. 50

P. - LOF - Salvage two 12" valves

in old units crack gas suction line

between pumps 392 & 1240; install

10" valve on pump 1240 suction.

B. Ras Fps. 50

P. - LOF - Sweetening plant - Install

support and chain block to facilitate

handling of suction line of pumps

239-284.

C. F. Mapp Fps. 35

M. Wanopa Fps. 35

F. S. Kelly Fps. 35

H. E. L. Tackling Fps. 30

F. S. Kelly Fps. 30

C. F. Mapp Fps. 25

Utilities Fps. 25

A. McKenzie Fps. 25

"Dia di Prensa"

(Continua di pagina 3)

door di Marine Manager James E. Stoveken.

Actuando pa prensa, ademas di Sr. Staartjes, tabata L. W. De Wit, redactor di e diario Curazoleno Beurs-en Nieuwsberichten, Fritz van Steenberg, representante di ANP y G. J. Schouten, redactor di e diario Arubano Chuchubi y e semanario The News.

E promer pregunta cu Sr. Staartjes a puntra tabata, "Com ta pará cu e programa di layoff na Lago."

Sr. Mingus, contando historia di e programa, a bisa cu esaki a worde cuminzá pa duna empleo na personan na naci na Aruba y pa reduci forza di trabao pa tene peso cu e cambio den operacionnan. Durante 1954, el a splica, payroll a baha for di 7200 pa 6500, primeramente door di layoff di personal di Lake Fleet y Shipyard.

"Nos ta kere cu e parti mas grandi di layoff ta casi completo," Sr. Smith a bisa. En contesta ariba un pregunta despues di e forum door di E. A. Bailey, redactor di e semanario Arubano The Local, Sr. Mingus a combini cu tabata "casi correcto" cu "empleadonan no-nacional cu no a una anuncio di layoff ta bastante salbo pa un periodo di tempo, podser un anja of dos."

En contesta ariba un pregunta di Sr. Schouten tocante empleo, Sr. Mingus a bisa, "Mi no ta spera cu nuda den operacionnan di refineria lo cambia e situacion di empleo sea para bao of pabao."

"Esso Memphis" (Continua di pagina 4)

Pa inclui vistanan di "Esso Memphis" drentando haaf, oficialian di duana y imigracion a duna permiso special pa un fotografo subi e tanquero promer cu e loads. G. P. Spee, encargá cu watertoren di San Nicolas, a permiti pa saca vistanan di vecindario for di ariba e toren.

Dentro di algun ora despues di su completacion e film a worde bareá cu aeroplano pa New York unda el a worde desaroyá y despues hincá den e show. Asina ta cu pa algun minut "Esso Memphis" y trahadornan di Lago lo aparece ariba un programa di television pa henter Estados Unidos.

"Esso News" A Sigi Hombre Rond di Mundo

Leon W. Rought, antes head timekeeper na Lago, ta un homber cu ta gusta viaja. Na 1950 el a bai cu pension y recientemente el a completa su di tres paseo rond di mundo.

Tabata un viaje na smaak. Sr. Rought tabatin hopi tempo. El ta pasa un siman aki, un siman aya. Ora el a yega Indonesia, el a pasa un luna bishitando amigonan bieuw cu el conoce for di Lago y otro co-nocirian di industria di azeta.

Mescos cu tur otro hendenan na pension, nomber di Sr. Rought ta ariba lista di e hendenan cu ta recibi Esso News y durante cuatro anja esaki a worde mandá regularmente pe. Anja pasá e sistema a faya.

Un copia di e edicion di Feb. 13, 1954 di Esso News a yega na cas di Sr. Rought na Whiting, Ind., poco despues cu Sr. Rought a principia su viaje rond di mundo. Asina e corant, den su envelop di Esso News, a worde mandá pa Hotel Mirama na Hong Kong.

Un tempo cu e corant a yega aya, Sr. Rought a muda pa Hotel Imperial na Tokio, Japon. E oficinista na Hotel Mirama si post e corant pa aya. El a yega Hotel Imperial poco despues cu Sr. Rought a pak su valies y a sigui su viaje, evidentemente sin larga su adres.

E oficinista na Hotel Imperial a grawata su cabez y a debolbe e corant

News and Views



SOMETHING NEW entered the lives of Pete Baren and Larry Kock last month. The two Allentown students were introduced to frozen lakes and ice skates. A little unsteady at first, they soon found the ice skating to be a great deal of fun, but also a sport that takes a great deal of practice.

ALGO NOBO a drenta bida di Pete Baren y Larry Kock luna pasá. E dos studiantenan na Allentown a worde introducí na lagonan gevries y schaats di corre ariba ijs. Un poco for di balanza na promer ora, pronto nan a descubri cu schaatsmento ariba ijs ta masha pret, pero na mes tempo un sport cu ta demanda hopi practico.



LAGO POLICE DEPARTMENT patrolmen gathered around E. A. Richardson, retiring patrolman with over 18½ years' service, as he was presented a memento by Lt. H. Watte on behalf of fellow officers.

PATROLMEN di Lago Police Department a reuni rond di E. A. Richardson, patrolman cu ta bai cu pension cu mas cu 18½ anja di servicio, ora el a worde presentá un recuerdo door di Lt. L. Watte na nomber di su companjeronan di trabao.



FOR THREE nights — March 4, 5 and 6 — the Cotton Blossom Minstrels played before capacity audiences at the Esso Club. Over 100 talented Colony residents both on-stage and off-stage went into the making of the show. At the microphone is the Cotton Blossom Quartet.

DURANTE tres anochi — Maart 4, 5 y 6 — Cotton Blossom Minstrels a actua dilanti sala yen den Esso Club. Mas cu 100 residente cu talento artistico di Colony a participa den e show. Na microfoon ta e quarteto Cotton Blossom.

PRIOR to his March 1 retirement, members of the Mechanical Department honored Thomas A. G. Hughes, machinist with more than 18½ years' Lago service. At the luncheon table were (left to right) T. V. Malcolm, E. N. Estes, C. F. Hughes, H. Lambertson, H. A. Hughes and Mr. Hughes.



PROMER cu su retiro Maart 1, miembran di Mechanical Department a honra Thomas A. G. Hughes, machinist cu mas cu 18½ anja di servicio cu Lago. Na mesa tabata hunto cu ne (di robez pa drechil) T. V. Malcolm, E. N. Estes, C. F. Hughes, H. Lambertson, H. A. Hughes y Sr. Hughes.



GUESTS from the Caribbean area and the United States joined local parishioners in the opening of the new San Nicolas Seventh-Day Adventist Church early this month. The dedication ceremony March 12 included stirring anthems by the 24-voice chorus (above). The dedication service was led by the church's pastor, Elder R. A. Hamm. The dedication sermon was delivered by Elder Fernon Retzer. Other speakers at the opening ceremony included B. Teagle, public relations manager, and J. E. Irausquin, chairman of the Legislative Council of the Netherlands Antilles. Two days before the church opening, 35 church guests were taken on a tour of the refinery (left).

BISHITANTENAN for di Caribe y Estados Unidos a uni hunto cu parokianonan local den habrimento di misa nobo di Adventistanan na San Nicolas mas tempran e luna aki. E ceremonia di dedicacion Maart 12 tabata inclui himnonan door di e koor di 24 voz (aki riba). E ceremonia di dedicacion a worde guia door di ministro di e misa, eRv. R. A. Hamm. E predicashi di dedicacion a worde tení door di Rev. Fernon Retzer. Otro oradornan na e ceremonia di habrimento tabata B. Teagle, gerente di relaciones publicas di Lago, J. E. Irausquin, presidente di Staten di Antillas Holandes. Dos dia promer cu habrimento di e misa, 35 bishitante a worde hibá ariba un paseo den refineria (robez).